

(i) During the stall maneuver contained in §23.201, the pitch control must be pulled back and held against the stop. Then, using ailerons and rudders in the proper direction, it must be possible to maintain wings-level flight within 15 degrees of bank and to roll the airplane from a 30 degree bank in one direction to a 30 degree bank in the other direction;

(ii) Reduce the airplane speed using pitch control at a rate of approximately one knot per second until the pitch control reaches the stop; then, with the pitch control pulled back and held against the stop, apply full rudder control in a manner to promote spin entry for a period of seven seconds or through a 360 degree heading change, whichever occurs first. If the 360 degree heading change is reached first, it must have taken no fewer than four seconds. This maneuver must be performed first with the ailerons in the neutral position, and then with the ailerons deflected opposite the direction of turn in the most adverse manner. Power and airplane configuration must be set in accordance with §23.201(e) without change during the maneuver. At the end of seven seconds or a 360 degree heading change, the airplane must respond immediately and normally to primary flight controls applied to regain coordinated, unstalled flight without reversal of control effect and without exceeding the temporary control forces specified by §23.143(c); and

(iii) Compliance with §§23.201 and 23.203 must be demonstrated with the airplane in uncoordinated flight, corresponding to one ball width displacement on a slip-skid indicator, unless one ball width displacement cannot be obtained with full rudder, in which case the demonstration must be with full rudder applied.

(b) *Utility category airplanes.* A utility category airplane must meet the requirements of paragraph (a) of this section. In addition, the requirements of paragraph (c) of this section and §23.807(b)(7) must be met if approval for spinning is requested.

(c) *Acrobatic category airplanes.* An acrobatic category airplane must meet the spin requirements of paragraph (a) of this section and §23.807(b)(6). In addition, the following requirements must

be met in each configuration for which approval for spinning is requested:

(1) The airplane must recover from any point in a spin up to and including six turns, or any greater number of turns for which certification is requested, in not more than one and one-half additional turns after initiation of the first control action for recovery. However, beyond three turns, the spin may be discontinued if spiral characteristics appear.

(2) The applicable airspeed limits and limit maneuvering load factors must not be exceeded. For flaps-extended configurations for which approval is requested, the flaps must not be retracted during the recovery.

(3) It must be impossible to obtain unrecoverable spins with any use of the flight or engine power controls either at the entry into or during the spin.

(4) There must be no characteristics during the spin (such as excessive rates of rotation or extreme oscillatory motion) that might prevent a successful recovery due to disorientation or incapacitation of the pilot.

[Doc. No. 27807, 61 FR 5191, Feb. 9, 1996]

#### GROUND AND WATER HANDLING CHARACTERISTICS

#### § 23.231 Longitudinal stability and control.

(a) A landplane may have no uncontrollable tendency to nose over in any reasonably expected operating condition, including rebound during landing or takeoff. Wheel brakes must operate smoothly and may not induce any undue tendency to nose over.

(b) A seaplane or amphibian may not have dangerous or uncontrollable porpoising characteristics at any normal operating speed on the water.

#### § 23.233 Directional stability and control.

(a) A 90 degree cross-component of wind velocity, demonstrated to be safe for taxiing, takeoff, and landing must be established and must be not less than  $0.2 V_{SO}$ .

(b) The airplane must be satisfactorily controllable in power-off landings at normal landing speed, without using brakes or engine power to maintain a straight path until the speed has

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decreased to at least 50 percent of the speed at touchdown.

(c) The airplane must have adequate directional control during taxiing.

(d) Seaplanes must demonstrate satisfactory directional stability and control for water operations up to the maximum wind velocity specified in paragraph (a) of this section.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-45, 58 FR 42159, Aug. 6, 1993; Amdt. 23-50, 61 FR 5192, Feb. 9, 1996]

### § 23.235 Operation on unpaved surfaces.

The airplane must be demonstrated to have satisfactory characteristics and the shock-absorbing mechanism must not damage the structure of the airplane when the airplane is taxied on the roughest ground that may reasonably be expected in normal operation and when takeoffs and landings are performed on unpaved runways having the roughest surface that may reasonably be expected in normal operation.

[Doc. No. 27807, 61 FR 5192, Feb. 9, 1996]

### § 23.237 Operation on water.

A wave height, demonstrated to be safe for operation, and any necessary water handling procedures for seaplanes and amphibians must be established.

[Doc. No. 27807, 61 FR 5192, Feb. 9, 1996]

### § 23.239 Spray characteristics.

Spray may not dangerously obscure the vision of the pilots or damage the propellers or other parts of a seaplane or amphibian at any time during taxiing, takeoff, and landing.

## MISCELLANEOUS FLIGHT REQUIREMENTS

### § 23.251 Vibration and buffeting.

(a) There must be no vibration or buffeting severe enough to result in structural damage, and each part of the airplane must be free from excessive vibration, under any appropriate speed and power conditions up to  $V_D/M_D$ , or  $V_{DF}/M_{DF}$  for turbojets. In addition, there must be no buffeting in any normal flight condition, including configuration changes during cruise, severe enough to interfere with the satisfactory control of the airplane or cause

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excessive fatigue to the flight crew. Stall warning buffeting within these limits is allowable.

(b) There must be no perceptible buffeting condition in the cruise configuration in straight flight at any speed up to  $V_{MO}/M_{MO}$ , except stall buffeting, which is allowable.

(c) For airplanes with  $M_D$  greater than  $M 0.6$  or a maximum operating altitude greater than 25,000 feet, the positive maneuvering load factors at which the onset of perceptible buffeting occurs must be determined with the airplane in the cruise configuration for the ranges of airspeed or Mach number, weight, and altitude for which the airplane is to be certificated. The envelopes of load factor, speed, altitude, and weight must provide a sufficient range of speeds and load factors for normal operations. Probable inadvertent excursions beyond the boundaries of the buffet onset envelopes may not result in unsafe conditions.

[Amdt. 23-62, 76 FR 75755, Dec. 2, 2011]

### § 23.253 High speed characteristics.

If a maximum operating speed  $V_{MO}/M_{MO}$  is established under § 23.1505(c), the following speed increase and recovery characteristics must be met:

(a) Operating conditions and characteristics likely to cause inadvertent speed increases (including upsets in pitch and roll) must be simulated with the airplane trimmed at any likely speed up to  $V_{MO}/M_{MO}$ . These conditions and characteristics include gust upsets, inadvertent control movements, low stick force gradients in relation to control friction, passenger movement, leveling off from climb, and descent from Mach to airspeed limit altitude.

(b) Allowing for pilot reaction time after occurrence of the effective inherent or artificial speed warning specified in § 23.1303, it must be shown that the airplane can be recovered to a normal attitude and its speed reduced to  $V_{MO}/M_{MO}$ , without—

(1) Exceptional piloting strength or skill;

(2) Exceeding  $V_D/M_D$ , or  $V_{DF}/M_{DF}$  for turbojets, the maximum speed shown under § 23.251, or the structural limitations; and